New-York Tribune.

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LOOKING ON CARNOT'S FACE.

MANY THOUSANDS IN LINE.

QUEEN VICTORIA'S LETTER TO MME. CARNOT.

THE FUNERAL PROCESSION TO BE OF ENORMOUS EXTENT—PREMIER DUPUY, M. CHALLEMEL-LACOUR AND OTHERS TO PRONOUNCE ORATIONS AT THE PANTHEON—INSTRUCTIONS TO FRENCH DIPLOMATS.

Paris, June 29.—The public view of the body of President Carnot, which is lying in state at the entrance to the Court of Honor in the Palace of the Elysée, attracted thousands of people throughout the day. Up to 7 o'clock this evening 55,000 persons had filed past the catafalque and looked upon the face of the dead President.

The majority of those who filed by the dead President's coffin to-day were women and children. Thousands stood outside the palace for hours awaiting their opportunity to enter the funeral chamber. The sun was hot, the air heavy, and many fainted from exhaustion.

The French inhabitants of Strasburg and several other towns in the Reichsland have sent wreaths. On one wreath are the words: "Les Alsaciens Annexes a Carnot."

Mme. Carnot has received this autograph letter from Queen Victoria:

Madame: Although I have not the pleasure of knowing you personally, I cannot refrain from writing you and attempting to express the deep and sincere sympathy I feel for you in this terrible moment. I cannot find words to tell you how my widow's heart bleeds for you, and what dismay, what horror, I feel at the crime that has robbed you of your beloved husband and the whole of France of its most worthy and respected President. If universal sympathy can in any measure assuage your intense grief, be assured it is yours. Madame, may God give you the strength, courage and resignation so necessary to enable you to bear such misfortune. I am, Madame, yours very sincerely. VICTORIA.

The provincial towns are emulating Paris in the sending of flowers to the Elysée Palace. Enormous quantities of wreaths have been received from all parts of France. The total value of the flowers already at the palace is more than 2,500,000 francs. Fabulous sums are being paid for windows along the route of Sunday's procession.

There was a special requiem service to-day in the Russian Church for the repose of the soul of the murdered President, and the congregation of the church also sent a wreath to the Elysée to be placed upon M. Carnot's coffin.

President Casimir-Perier paid another visit to Mme. Carnot this afternoon.

The funeral procession on Sunday will be led by a squad of guards under General Saussier, the Military Governor of Paris. Troops riding in cars and bearing wreaths will be next, and then will come the Republican Guard, delegates and students of the Ecole Polytechnique, the hearse with a guard of honor, the dead President's private servants, the master of ceremonies, the Carnot family, President Casimir-Perier and the presidents of the Senate and Chamber, ambassadors, ministers, cardinals, marshals, diplomatic envoys, secretaries and attaches, Senators, Deputies, personal friends, conspicuous members of the Legion of Honor, members of the Institute of France, representatives of the law courts, the Department of Public Instruction and the national financial institutions, clergymen of all creeds, prefects of the Seine, Paris Municipal Council, municipal councils from the provinces, deputations from the army, navy, and College of France, representatives of the French and foreign press, notaries, brokers, etc. No group of interest has been overlooked by those making the arrangements, and the procession will be enormous—beyond all precedents in the last generation.

The musical programme for the funeral has been completed. M. Saint-Saëns will play the "De Profundis" upon the organ, and the Conservatoire choir will sing part of Gounod's "Mors et Vita." M. Faure, the famous barytone, will sing the "Dies Irae" and also a part of the "Pie Jesu" from Saint-Saëns Requiem Mass. The orchestra of the Concert Society will contribute a special piece written by Ambroise Thomas, and the music will end with a funeral march by the orchestra and organ.

The orations at the Panthéon on Sunday will be delivered by Premier Dupuy, on behalf of the Government; M. Challemel-Lacour, on behalf of the Senate; M. de Mahy, for the Chamber of Deputies, and General André, on behalf of the Ecole Polytechnique, in which institution the late President was a student in engineering.

Cardinal Richard, Archbishop of Paris, is too ill to celebrate the funeral mass in the Cathedral of Notre Dame, and it is probable that Bishop Laboure, of Beauvais, who was for many years a warm personal friend of M. Carnot, will officiate.

M. Decrais, French Ambassador to Great Britain, in obedience to instructions, has gone to Windsor to thank the Queen for her expressions of sympathy and condolence.

M. Hanotaux, Foreign Minister, has instructed French diplomatic representatives throughout the world to offer the thanks of France to the various Governments for similar expressions.

London, June 29.—A messenger left London for Paris this evening with the wreath which the Marquis of Dufferin will place on President Carnot's coffin for Queen Victoria.

Cardinal Vaughan will officiate at the choral memorial mass for M. Carnot on Sunday. The service will be held in the Church of Notre Dame, Leicester Square, and will be attended probably by the Prince of Wales, the Czarewitch, the Archduke Francis Ferdinand of Austria, the Duke of Saxe-Coburg and Gotha, the Duke of Connaught, the Earl of Rosebery, the Marquis of Salisbury and hundreds of other conspicuous men.

Rome, June 29.—Italy will follow the example of the other Powers and allow her Ambassador in Paris to represent her at M. Carnot's funeral on Sunday.

Montreal, June 29.—Solemn requiem services will be chanted at Notre Dame Cathedral here on Tuesday in memory of President Carnot, at the request of the French Minister of Foreign Affairs. Archbishop Fabre will officiate. The Governor-General, Lieutenant-Governor and members of the Dominion and local Cabinets, Senators, Judges, etc., are to attend or be represented.

SANTO DREW THE FATAL LOT

PRESIDENT CARNOT'S ASSASSINATION THE CULMINATION OF A PLOT.

WHAT THE MARSEILLES POLICE HAVE DISCOVERED—MANY MORE ARRESTS TO BE MADE—A DISPATCH FROM THE MAYOR OF SANTO'S BIRTHPLACE.

Paris, June 29.—The police of Marseilles have ascertained that the assassination of President Carnot was the culmination of a plot. The conspirators met last in Cette. They drew lots to determine who should kill the President, and the task fell to Santo. The police say they have clews which will lead to the arrest of other guilty men. Several men who were arrested in Montpellier owing to the utterances of Laborde's wife have been examined and discharged.

The Anarchist Pie, who contested a seat with ex-Minister Bourgeois at the last general election, was arrested in Chalons-sur-Marne two days before the assassination of President Carnot. He said to his fellow-patients in the hospital: "Carnot is a wretch. His journey to Lyons will be his last. He will be blown up or stabbed."

The Mayor of Motta Visconti, in Italy, where Santo was born, has sent to Premier Dupuy a dispatch in which he says:

We denounce with horror the awful misdeed in Lyons. All our citizens, including the family of the infamous Santo, beg to express their profound indignation.

Lyons, June 29.—Santo was examined to-day again by M. Benoit, the magistrate in charge of the case. His manner was quiet, almost timid,

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STABBED BY A SENATOR.

MR. HINCHLIFFE, OF NEW-JERSEY, CHARGED WITH ATTACKING A RAILWAY CONDUCTOR.

A FIGHT ON THE TRAIN OVER THE PRESENTATION OF A PASS BY THE MILLIONAIRE BREWER—HELD IN $500 BAIL.

State Senator John Hinchliffe, of New-Jersey, was arrested at Hackensack Thursday night on the arrival of the 10:40 train from this city. He was charged with making an attack on Conductor J. L. Jones, of the New-York, Susquehanna and Western Railroad, with a knife. Before the arrival of the train a dispatch was sent to Hackensack asking the police to be at the station when the train arrived, as the conductor had been stabbed and the assailant was to be arrested. The story spread through the town, and as a result there was a crowd at the station when the train entered the place. The story afloat was that a ruffian had done the stabbing, and when the portly Senator, chained to a policeman, emerged from the train there was considerable excitement. When the train stopped Policeman Van Blarcom entered the train to make the arrest. The Senator begged to be allowed to go along quietly, and not be handcuffed, but the officer declined to grant his request.

Van Blarcom took his prisoner to a drugstore near the station, where a doctor was in waiting to attend to the injured man. There Conductor Jones told his story. He said that after the train left Jersey City he started through the cars to collect the tickets. On reaching Mr. Hinchliffe the Senator had said he had a pass. Jones replied that the Senator's pass was dated to expire on May 31, and he would have to pay his fare. The Senator insisted that the pass was a Legislative one and held good until the adjournment of the Legislature.

The conductor says he continued to demand the payment of the Senator's fare, and told him he would give him a "drawback," so that in case the pass still held good he could go to the officers of the company and have his money refunded. This Mr. Hinchliffe refused to do. Mr. Jones then threatened to put him off. The Senator, the conductor declares, defied him to try this. When the train reached New-Durham the conductor says he again went to Mr. Hinchliffe's seat and asked for a ticket or money. He asked what the Senator intended to do, and was told "nothing." Then, according to the conductor, Mr. Hinchliffe pulled a penknife from his pocket and flourished it about, threatening to cut any one who approached him.

Jones reached into the seat to take hold of the Senator, he says, and as he did so, the blade sank into the fleshy part of the arm, just below the elbow. A second stab was inflicted close to the first one before the conductor could draw back.

Jones then pulled the bell cord for the engineer to go ahead. At the next station he telegraphed a brief statement of the affair to Hackensack. The knife had penetrated one or two small arteries and the blood flowed freely. There was considerable excitement on the train, and the passengers crowded into the car where the Senator sat.

While the officer and his prisoner were waiting in the drug-store, that Jones's wounds might be dressed, Senator Hinchliffe sent a messenger for Senator Winton, whose home was not far away. On the arrival of his fellow-townsman, the policeman removed the handcuffs from Hinchliffe's wrists, with the understanding that Senator Winton would be responsible for the prisoner. Senator Winton hurried his friend to the home of Police Justice Harrison. That official had retired, but he was called out of bed, and sat in his night clothes to hear the case. He released Mr. Hinchliffe in $500 bail. Senator Winton and Dr. McFadden became the Passaic Senator's security. Dr. McFadden says the conductor's injuries are slight. Mr. Hinchliffe left Hackensack for Paterson on the last train. Mr. Jones's train waited fifteen minutes for him, and then went ahead in charge of the baggagemaster.

Mr. Hinchliffe is a millionaire brewer of Paterson. He is a power in politics, and for years he and Prosecutor Gourley have been fighting to see who would control the Democratic party of Passaic County. At present honors are about even.

Mr. Hinchliffe was on his way home from Trenton. He reached Jersey City by the Pennsylvania Railroad, and took the road from there to Paterson, because he did not have to leave the station. His friends say they think he had been drinking, but this he denies. It is also alleged that he had the knife in his hand, cutting his nails, and that the cuts were the result of an accident. This Mr. Jones denies. He declares the Senator drew the knife deliberately. The conductor says that about two weeks ago, while he was running the Wilkes-barre express, Senator Hinchliffe boarded the train and presented the same pass. When told it had expired, he paid the fare, $1.50, without protest. Senator Winton says the pass was good.

LITTLE ADDIE ADSIT WAS A CUSHION.

TWO-YEAR-OLD GEORGE NETHERTON FELL THREE STORIES AND KNOCKED HER SPRAWLING—NEITHER CHILD MUCH HURT.

Two children escaped death in a most remarkable fashion at No. 2,162 Eighth-ave. last night. George Netherton, two and a half years old, who lives with his parents on the third floor, was playing on the fire escape just before sundown. In some way the little fellow slipped through, and plunged headlong to the sidewalk, a distance of nearly fifty feet. Addie Adsit, ten years old, of the same address, was standing on the sidewalk directly beneath where the child fell. The baby struck the little girl and knocked her sprawling on her back.

Mrs. Netherton rushed down stairs, expecting to find the mangled corpse of her child. Instead she found George in the arms of a neighbor, with not a mark on him, except a slight abrasion on the shoulder and on the side of the head. Addie Adsit was likewise uninjured.

THE JUDGE CALLED THE DOCTOR A LIAR.

STORMY SCENE AT THE MEETING OF THE JERSEY CITY BOARD OF EDUCATION—THE REMOVAL OF THE PRINCIPAL.

The "ring" Democrats of Jersey City yesterday circulated reports that Principal Sweeney and Vice-Principal Paddock, of the High School, were removed for political reasons. At the meeting of the Board of Education on Thursday night it was alleged that Mr. Sweeney smoked cigars in the presence of pupils; that he drank beer and failed to pay his debts, matters which unfitted him to have charge of the school in the opinion of Directors William H. Beach, Robert Simpson, Elijah S. Cowles and President Ullamore D. Allen, who constituted the majority. Vice-Principal Paddock was charged with fostering petty jealousies, which impaired the usefulness of the faculty.

During the recess, which was ordered soon after midnight, Lay Judge Kenny, of Judge Lippincott's court, informed President Allen that Mr. Sweeney's removal was a political job, and Dr. Allen retorted that the opinion of a man who sat upon the bench to protect ballot-box stuffers was not of much consequence. Judge Kenny called Dr. Allen a liar, but friends of the two men got around them and prevented any further outbreak. Amos H. Thompson, who was appointed in Mr. Sweeney's place, is from Massachusetts, where he taught school for many years, but for the last year he has lived at Orange.

"THE MOTHER OF THE CONFEDERACY" DEAD.

Memphis, Tenn., June 29.—Mrs. Sallie Chapman Gordon Law, known throughout the South as "The Mother of the Confederacy," died here yesterday after an illness of several weeks, aged eighty-nine. She was a relative of General John B. Gordon, of Georgia, and General James B. Gordon, of North Carolina, who was killed at the battle of Chancellorsville. During the war Mrs. Law organized the Southern Hospital Corps and as the result of her charitable work, became the idol of every Confederate soldier.

A FORMER YALE ATHLETE DROWNED.

Albany, June 29 (Special).—Albert Lee Van Huyck, of the United States Corps of Civil Engineers, was drowned at Mechanicville to-day while employed in surveying. He was crossing the dam in the Hudson a little after noon, when, in endeavoring to recover a rod which he had dropped, he fell and struck his head against some rocks. The body rolled into the river and was not recovered until this evening. Mr. Van Huyck lived in Lee, Mass., where he was born twenty-three years ago. He was graduated from Yale last year, and rowed in the winning boat crew of '93. He rowed in the crew of '92 as well. Members of the family took charge of the body and will convey it to Lee for burial.

GENERAL L. P. DI CESNOLA PRESIDENT.

At a meeting of the Eleventh Corps Association, which took place at Concord, N. H., on June 21, General Louis P. di Cesnola, of this city, was unanimously elected president for the coming year, and one of the vice-presidents of the Army of the Potomac. The following officers were also elected: Captain Herbert Diliger, vice-president of the First Division; Captain A. B. Searles, vice-president of the Second Division; Captain Charles A. Paddock, vice-president of the Third Division; Francis Irish, secretary, and A. C. Hamlin, historian.

FATAL FIRE IN BROOKLYN.

TWO MEN CRUSHED AND OTHERS INJURED BY A FALLING WALL.

A THIRD MAN THOUGHT TO HAVE BEEN KILLED—TWO WAREHOUSES ON THE RIVER FRONT DESTROYED—LOSS NEARLY $1,000,000—FLAMES BROKE OUT TWICE.

A fire which caused the loss of the lives of two men and property worth nearly a million dollars broke out yesterday afternoon in Woodruff's Stores, in Furman-st., on the waterfront of Brooklyn, between State and Joralemon sts. The first indication of it was dense smoke pouring from the crevices around the closed iron shutters of the five-story brick structure, Warehouse K, at 4:15 p. m. When the firemen responded to the several alarms sent out they found difficulty in getting at the fire, but finally some of the iron shutters were opened with cold chisels and streams of water were poured upon the smouldering jute on the second floor of the building, where the fire broke out.

The cause of it was probably spontaneous combustion, as no one had been on the floor where the fire was discovered for several weeks. The building contained 15,000 bales of jute butts, valued at $8 a bale, and quantities of hemp, sugar, salt, isinglass and codfish. A dozen engines and the fireboats Seth Low and David A. Boody were speedily at work, and there were a score of streams of water soon pouring upon the contents of the warehouse. The fire extended to the upper floors and broke through the roof an hour after it was discovered. It extended to Warehouse H, adjoining, filled with hemp and sisal grass, molasses, sugar and other stored goods. After two hours' hard work the firemen supposed the flames were under control, and many of the engines were sent away at 7 o'clock. The police reported that the loss would not exceed $200,000.

At 8:30 p. m., however, the fire, which had been smouldering in the jute butts and hemp in the two great warehouses, broke out afresh. The repair yard of the Union Ferry Company adjoins warehouse K on the south, extending to Atlantic-ave. This property was in danger, and the employes were ordered to use the hose to protect it. Four of these men were on the trestle of the coal yard of the company using hose, when, without warning, the south wall of the burned warehouse next to them, which had been left without support by the burning of the floor beams, fell with a great crash. Only one of the men, James Greeley, of No. 142 Jay-st., had time to save himself, and he jumped off the trestle and escaped. Two of his comrades were instantly killed. They were John C. Barrow, thirty-five years old, of No. 45 Joralemon-st., and James Prentice, twenty-six years old, of Gifford's Station, Staten Island. Both were badly crushed and mangled.

Samuel Solan, of No. 28 Chever Place, who was with them, had his left leg severed below the knee and received severe injuries about the head and body. He was taken to the Long Island College Hospital, and it was reported at a late hour that there was doubt of his recovery.

Andrew Miller, of No. 28 Douglass-st., who was at work under the trestle, had his head badly cut and bruised. He was taken to the Brooklyn Hospital. Greeley gave the information that his comrades were buried under the wall, and John Lavalle, William Decker and James Pierce aided in the work of rescue. After some delay three ambulances were summoned and Dr. Jacobson, Pool and O'Connor gave aid to the injured. The bodies were removed upon permits from Coroner Kene. Neither of the dead men was married.

Robert Shepherd, of DeKalb-ave., an employe of the ferry company, was working in the yard when the wall fell, and the two men were killed. It is supposed that he was also killed. After another hour's struggle with the flames the firemen had them under control, but the burned jute will smoulder and smoke for several days. The burned warehouses form a part of the Woodruff Stores, owned by Franklin Woodruff. They are 200 feet deep, and have a frontage of fifty feet. The buildings are valued at $75,000. The superintendent of the stores said that the contents belonged to many owners, and the value was nearly a million dollars. In Warehouse D, which adjoins Warehouse H, there are 1,500,000 bushels of wheat stored. There was considerable damage by water to this grain, but nothing definite will be known until the warehouse is opened. The fireboat David A. Boody caught fire from the intensity of the flames, but was not seriously damaged.

A LOSS FOR RICHARD MANSFIELD.

PART OF HIS SCENERY, STORED IN A FIFTEENTH-ST. FACTORY, DESTROYED BY FIRE.

Flames burned out the four-story factory building in the rear of No. 539 East Fifteenth-st., at 9:30 o'clock last night. The interior of the building and its contents were destroyed. The loss will reach $20,000. The five-story tenement-houses in front were threatened for a time, and the occupants were thrown into a panic and rushed to the street. No one was hurt and the firemen, by dint of hard work, managed to confine the fire to the factory building.

The fire started on the first floor of the factory and ran up the stairways to the roof. The fire was darting from the third-story windows when the firemen arrived, and a second alarm was sent out. Under Chief Bonner's direction the firemen ran lines of hose through the tenement houses in Fifteenth and Sixteenth sts. and fought the fire from both sides.

The first and second stories were used by Tuttle & Price to store theatrical costumes and scenery and part of the scenery used by Richard Mansfield.

A SHOPLIFTER WHO WORE DIAMONDS.

SHE SAID SHE WAS A KLEPTOMANIAC AND COULDN'T HELP STEALING, THOUGH POSSESSED OF PLENTY OF MEANS.

Sarah Dengler, a flashily dressed woman, twenty-seven years old, of No. 111 East Forty-first-st., was arrested in Ridley's store in Grand-st., for stealing goods worth $6 yesterday. The woman wore diamond bracelets, earrings and a ring, valued at about $800. She was placed in charge of the matron in the Eldridge-st. police station, while her mother was telegraphed for to bail her out. She told the matron that she had just secured $15,000 in a breach of promise suit. She refused to disclose the name of the man from whom she secured such a large sum of money. She gave her mother $7,000 of the money, she said.

The woman also said that she was a kleptomaniac, and that she vainly sought to resist the temptation to steal. She said that she had pains in her head at times, during which she was subject to the disease. The goods she stole consisted of a satine waist, a bottle of cologne, a cake of soap, a feather and some underwear. Her mother, Mary Dengler, gave bail of $500 for her daughter's appearance in Essex Market Court this morning. The mother is said to be a woman of considerable means. The police are inclined to believe Miss Dengler's story.

EMPLOYMENT FOR IRON WORKERS.

Pittsburg, June 29.—The indications are for peace and steady employment among the Western iron mills this year, with the possible exception of a shutdown in the sheet mills. President Garland, of the Amalgamated Association, has received the signatures of the following firms to the wage scale: Cherry Valley Iron Company, Leetonia, Ohio; Union Rolling Mills Company, Cleveland; Tudor Iron Works, East St. Louis, Ill.; East Chicago Iron and Steel Company, East Chicago, Ind. The Falcon Iron and Nail Company, Warren, Ohio, has signed the sheet scale and the Ellwood, Ind., plant has signed the tinplate scale. It is expected that Jones & Laughlin and the American Iron Works, Pittsburg, will sign the steel scale at to-morrow's conference.

Wheeling, W. Va., June 29.—The blast furnace of the Riverside Mill, which has been idle four months, went on this morning, and the entire mill, employing 3,000 men, will resume to-morrow with orders sufficient to last until fall.

TELEGRAPHIC NOTES.

Syracuse, N. Y., June 29.—Skaneateles Lake water was turned on to-day at noon. After nearly six years of litigation this city at last gets water from that source of supply.

Boston, June 29.—The Senate this afternoon passed the Meigs Elevated Railroad bill—27 to 10. It then went to the House for concurrence. A referendum provision was rejected.

Bradford, Ohio, June 29.—Forty tramps yesterday attempted to seize an eastbound Pan Handle freight train, but were foiled by the trainmen and citizens. They then walked to Covington, the next station, and took forcible possession of a Cincinnati, Hamilton and Dayton passenger train and rode as far as Versailles. The officers telegraphed to the Sheriff of this county for assistance, but the fellows got away before he reached there.

Monett, Mo., June 29.—Ulysses Hayden, a negro, was taken from the Sheriff of Newton County, at this place and hanged to a telegraph pole, half a mile south of the town, at 9 o'clock last night, by a mob. Hayden was arrested for shooting Dotz Greenwood, a brakeman, at this place, on June 20, and was being taken to Cassville jail for safe keeping. The Sheriff and prisoner were on the southbound train, which was stopped by the mob.

New-Haven, June 29.—The vote for member of the corporation of Yale College on Wednesday resulted as follows: Mr. Depew, 1,568; Mr. Harris, 25; scattering, 14; total, 1,607.

A COLOSSAL BOYCOTT ON.

AN ATTACK ON 22 RAILROADS.

NEW TACTICS OF THE AMERICAN RAILWAY UNION.

RAILROADS GET TOGETHER FOR DEFENCE.

WAR DECLARED BY DEBS AND HIS ASSISTANTS ON THE ROADS REPRESENTED IN THE GENERAL MANAGERS' ASSOCIATION—TRAINMEN, SWITCHMEN AND SHOPMEN STOP WORK—THE MOBILE AND OHIO SURRENDERS TO THE UNION.

Chicago, June 29.—President Debs and his associates of the American Railway Union played a high card to-day and made a radical move when they formally boycotted every road represented in the General Managers' Association. Commissions were given to committees representing the employes of each road with orders to call out the men the instant sufficient support was obtained to warrant a strike. The roads represented in the association and subjected to the boycott are the following:

Chicago, Rock Island and Pacific; Illinois Central; Chicago and Grand Trunk; Santa Fe; Chicago and Alton; Chicago and Erie; Chicago and Eastern Illinois; Chicago and Northwestern; Western Indiana; Chicago, Burlington and Quincy; Chicago, Milwaukee and St. Paul; Chicago Great Western; Louisville, New-Albany and Chicago; Chicago and Northern Pacific; Lake Shore; Michigan Central; New-York, Chicago and St. Louis; Pan Handle; Pittsburg, Fort Wayne and Chicago; Wabash; Wisconsin Central; Baltimore and Ohio.

As rapidly as possible the men will be ordered out on the roads named, and it is the intention of the Union officials to inaugurate strikes on the lines mentioned in preference to roads throughout the country which haul Pullman cars. According to the official announcement the Managers' Association has been organized for the sole purpose of crushing the American Railway Union, and waiving all other first claims the Union will proceed to do battle with the associated lines. Wherever the boycott and strike is not made effective to-night the organizers will be at work to-morrow, and until sufficient men have been organized to tie up the roads. The orders issued yesterday for strikes included the men on the Rock Island, the Burlington, Chicago and Alton (second order), Chicago and Erie, Chicago and Eastern Illinois, "Monon," Fort Wayne (second order), Wabash, Chicago and Great Western and Lake Shore.

A formal strike will not be declared on the Milwaukee until the situation on that road has been canvassed by the Board of Directors of the Union at a meeting to-morrow. The Michigan Central and Grand Trunk are not affected as yet, but the Union officials say they will be tied up unless they withdraw from the Managers' Association. The Wabash was let alone until it was reported that the company was handling the trains of roads already boycotted.

TWENTY-TWO ROADS UNDER THE BAN.

If the plan of the Union officials is carried out, twenty-two roads out of Chicago will be tied up within the next two or three days.

The action of the union officials in authorizing a strike among the employes of the Union Stock Yards Transit Company, while spoken of and predicted yesterday, was really not expected. The union officials were opposed to blocking the Stock Yards at present, and had already refused the offer of assistance there by General Master Sovereign, of the Knights of Labor. To-day, however, when the committee from the Stock Yards reported that the men had been organized last night and presented a grievance to the effect that they were compelled to handle the cars of boycotted roads the Executive Committee, after a hasty conference, decided to issue the commissions necessary in ordering a strike. The committee thus armed called a meeting of the employes and it was agreed to strike at 6 o'clock this evening. The orders to strike were to take effect on the Wabash, Rock Island and other roads named, where a sufficient strength was developed, at the same time.

The contest between the Chicago and Northwestern and the union is developing into a battle royal, and each side is straining every nerve to win. The company has removed the blacklist placed upon the strikers of 1891, and so far have secured two of the old men, who are now at work in the passenger yards. One other crew is at work, but the most of the switching is being done by the officials. When it was reported to-day that the 1,500 shopmen at Fortieth-st. had consented to strike, the committee raised the roof with cheers. The report of the strike of the shopmen was not verified up to 6 o'clock, and no official announcement was made at headquarters.

MOBILE AND OHIO'S SURRENDER.

The greatest enthusiasm was created among the strikers to-day, when the announcement was made that the Mobile and Ohio had surrendered unconditionally. General Manager Seale telegraphed President Debs that his road had cut off all Pullman cars, and had requested a release of the line from the boycott. Before it could be ascertained that road was not a member of the Managers' Association, President Debs telegraphed the president of the union in charge of the strike to call off the boycott immediately after receiving a written guarantee from the company that it would not run any Pullmans until the present trouble was settled. This is really the first actual victory, and is used among the strikers to good effect.

Matters were complicated for the railroads today when the union men succeeded in inducing the majority of the imported substitutes on the Pan Handle to join the union and quit work. A committee from the imported men called at headquarters to report that they had been brought here under strict orders, to disobey which meant the loss of their positions. The men were conductors, brakemen and switchmen from Louisville, Cincinnati, Pittsburg and other points, and when thirty-two of them were marched to the yards the union men captured a number, with the result that a committee of five attended a meeting and promised to call out their companions, providing the union would guarantee them protection and provide them with transportation to their homes. Fifteen of the men were sent back to-night, and it is claimed by the union men that the others will go back to-morrow. The report that fifteen of the men were members of the Order of Railway Conductors and refused to quit work created some feeling against that order, which was speedily dissipated when reports from the meeting of the O. R. C. were received to the effect that the conductors would attend strictly to their own positions and would refuse to couple cars, throw switches or work with green crews.

Action similar to that taken by the conductors characterized the several meetings of the engineers. Some 200 of the engineers on the Illinois Central and other roads centring at Grand Crossing have agreed to stand by the men. All the men on the Illinois Central pledged themselves to obey a call to strike whenever issued. A request for co-operation was sent out to them from headquarters this evening, and it was announced that, beginning to-morrow, the engineers would refuse to handle trains with Pullman cars or operated by substitutes. Included in a later meeting of Illinois Central employes were the suburban trainmen, and it was announced at headquarters that a strike was immediately inaugurated.

COMPELLED TO SIDETRACK PULLMANS.

A mob of 1,000 people, composed of strikers and their sympathizers, stopped the New-York and Chicago limited on the Chicago and Erie road near the State line at Hammond, Ind., at 5:40 this evening and compelled the crew to sidetrack the two Pullman sleepers carried by the train. The limited was due there at 3:50, and the crowd which had gathered by that time waited patiently until its arrival at 5:40, their purpose being to prevent the passage of any Pullman cars through that place. The train was stopped as soon as it had crossed the State line. The two Pullman cars were next to the engine. The leaders of the crowd ordered the crew to detach the Pullmans from the rest of the train, and the engineer was compelled to haul them about 250 feet to a siding, where the engine was uncoupled and the Pullmans were pushed on to the siding by the crowd. Then the crew were told that they might proceed with the rest of the train, but at 11 o'clock no such move had been made. The Sheriff was on hand with twenty deputies, but he was powerless to protect the train. To-night he telegraphed Governor Matthews for troops to prevent interference with the operation of the road. No reply has yet been received. The whole town is in sympathy with the strikers and denounce the Sheriff's action.

The expected strike of the switchmen and switch-engine crews employed by the Union Stock Yards and Transit Company, operating all the cars of cattle and other freight which enters the Union Stock Yards, began to-night at 6 o'clock. All the engines were run into the roundhouse, and the night force failed to report for work at the usual time. The great Stock Yards were quieter at night than they have been for a decade. The strikers kept away from the yards after going out, but they will be heard from to-morrow, especially if the company tries to put new men to work at the switches and on the engines. Brotherhood men have said they will not work with non-union men.

An order to strike was received to-night by the switchmen, switch-tenders, tower-men, and crews of the switch engines on the Wabash road in Chicago. At 7 o'clock every man went out. Not a single car of freight was switched and not a train of freight of any kind left the Wabash yards to-night. The switch-engine crews ran their engines into the roundhouse at Root-st., and left them there after drawing the fires.

The only disturbance was created by a few hoodlums who tried to force Yardmaster Moran, of the Grand Trunk, to leave the yard, where he was engaged in throwing switches. They surrounded him, and would have attacked him had not the police, who had been sent to the scene to preserve order, arrived in time to drive them away. When the crowd saw that no trains were coming in and going out, they dispersed about midnight, satisfied that for to-night the switchmen's strike on the Wabash had been successful.

LABOR ORGANIZATIONS CONFER.

Five hundred delegates, representing eleven lodges of the International Switchmen's Aid Association, these lodges representing the employes of twenty-two lines of road centring in Chicago, met at the Great Northern Hotel to-night. Yesterday Grand Master Barrett intimated that there was no reason why the Switchmen's Union should rally to the support of the Railway Union. At 10:30 to-night the conference began the consideration of a resolution that members of the Switchmen's Mutual Aid Association recognize the strike begun by the American Railway Union to the extent of calling out all the members of the Switchmen's Union.

By a vote of 107 to 103 the switchmen decided to take no part in the strike. This is a great victory for the roads.

The engineers on the Chicago and Northwestern also held a meeting to discuss the cases of the four engineers discharged for carrying the strikers' committee through the yards. It was decided to make a demand for their reinstatement, and to strike in case the demand was not acceded to. This, together with the action taken by the Northwestern in ordering its trainmen to take the place of strikers, is likely to result in the complete tying up of that road.

Two hundred brakemen on the roads out of the Polk-st. station, and 200 engineers and firemen on the Chicago and Great Western were either made members of the union or affiliated with it this afternoon, and all immediately joined the ranks of the strikers.

In addition, at the Polk-st. station twenty baggagemen walked out in sympathy with the Union men. Seventy coachcleaners on the Santa Fe, including four women, also struck this afternoon.

The union officials are trying to prevent the hasty action of the men, such as characterized the attempt of the Burlington men to tie up that road last night, and for that reason are slow in issuing orders. On the Burlington, Alton and Fort Wayne one or two crews walked out without orders. The same trouble occurred in the case of the Wabash men this evening. Because of this action a number of roads upon which strikes have been declared by the men themselves, have really suffered but little to-day, the strike being more in name than in fact. This is true of all of the roads reported tied up this afternoon, as none of the committees were instructed to act before late to-night or to-morrow. The Fort Wayne is suffering at but one point in its yards, although the strike has been declared in effect for twenty-four hours past. At Sixteenth-st to-day the men were out, but at other points orders were not served until to-night. The same is true of the Rock Island, Burlington and other roads, which are reported as tied up, when only three or four crews were notified to quit, and the others were kept waiting for orders from union headquarters.

Telegrams were received from over 200 points to-day announcing to the Executive Board that the men had struck and had tied up the yards.

The "Monon" yards were tired up this evening, all yardmen, enginemen and signalmen quitting work. The signalmen and switchtenders on the Burlington also quit without orders. The coach-cleaners and car-repairers on the Chicago and Northern Pacific who returned to work this morning were again induced to strike late this evening.

The roads comprising the Chicago General Managers' Association have opened headquarters in the Rookery Building, where reports are received from the roads as to the progress of the fight. An employment bureau is also located there, and information of the doings of the association is given to the public. It is the general opinion among railroad officers that the American Railway Union in attempting to tie up all the roads in the United States that carry Pullman sleeping cars and incidentally those that do not has undertaken a herculean task. While it is true that almost every road running into Chicago is in a measure feeling the disaffection among its employes and losing much money thereby, it is equally true that a stiff and determined fight is being put up by the general managers against the boycott.

AN OPINION FROM JUDGE CALDWELL.

A dispatch was received yesterday afternoon by the Santa Fe officers in this city from United States Circuit Judge Henry S. Caldwell, outlining his position on the proposed fight of the American Railway Union on roads within the

Continued on Fourth Page.

ADJOURNED TILL FALL.

A LET-UP IN THE INQUIRY.

THE LEXOW COMMITTEE ANNOUNCES ITS DECISION.

WORK OF THE LAST SESSION BEFORE THE RECESS—POOR PUSH-CART MEN AND SAILMAKERS OPPRESSED—INSPECTOR WILLIAMS AND HOLLYWOOD WHISKEY.

The Lexow Committee yesterday held its last session for the summer. An adjournment was taken until September 10, with the proviso that in case of an emergency the chairman might call the Senators together again at an earlier date. Police officials and members of Tammany Hall generally will doubtless be much exercised over the refusal of the committee to sit throughout July and August. The Police Commissioners tried to force a continuous session by deciding to hold an independent investigation themselves. Both Mr. Goff and Senator Lexow pointed out that this action was due to a desire to hamper the committee and to make its disclosures ineffective.

Mr. Goff in an eloquent address explained to the committee that the best interests of its investigation demanded an interruption in the sessions. He said it would be difficult to get witnesses in the summer. Mr. Nicoll, for the police officials, asked that no adjournment be taken until the committee's entire task was finished. He said it was not fair that the captains and others should rest under serious charges for two months and a half without an opportunity to deny their guilt. Mr. Lexow quietly suggested that such accusations had been made for ten years without the police showing any anxiety to disprove them.

Senator O'Connor remarked a day or two ago: "Is there anything in the city that does not have to pay money to the police?" Mr. Goff replied: "Everything has paid but religion." In order to demonstrate how thorough were the police in extorting tribute from every form of business, Mr. Goff yesterday brought in some pushcart men who sold fruit and nuts on the street and some sailmakers from South-st. One pushcart man said that he was constantly arrested until he arranged with Wilson, the ward man of the Church-st. station, to pay $10 a month to the police. Wilson gave him a memorandum which permitted him to do business at Barclay-st. and Broadway and which shielded him thereafter from arrest. In the fall he enlarged his business a little and then (after he had to pay $15 a month.

The persecution of the sailmakers was petty in its character, but it shows that nothing promising a profit is too small to escape the attention of the greedy police. The sailmakers are accustomed to use banners as signs, which project over the sidewalk from third or fourth story windows. Taking advantage of the technicality of the law, the police were accustomed to arrest these sailmakers and have them fined for obstructing the highways. Now they all pay $5 a year to the police and they have no trouble.

Patrick Ryan, a dealer in packing boxes, at first denied absolutely that he had paid any money to the police for obstructing the sidewalk, but when check stubs were shown to him marked, "For the captain" and "For the police," he admitted the truth. Among others he implicated Captain Stephenson.

Some testimony was given which tended to show that certain high police officials, Inspector Williams being named, had been interested in selling a certain brand of whiskey, and had used the police force to compel dealers to buy it. In consequence of this the Wholesale Liquor Dealers' Association was formed and special legislation was secured at Albany.

For details of the examination of witnesses, see Page 11.

BOTH MEN WERE THROWN OUT.

AN ACCIDENT ON THEIR DRIVE TO FLEETWOOD PARK—THOMAS BURFORD BADLY HURT.

Thomas Burford, a florist, forty-five years old, of No. 145 East Forty-eighth-st., was thrown out of his buggy yesterday afternoon while taking a drive to Fleetwood Park. Mr. Burford, who is a member of the Fleetwood Driving Club, was accompanied by Charles A. Dodge, of No. 341 Madison-ave. They were speeding one of Mr. Burford's fast horses up Mott-ave. When passing One-hundred-and-sixty-fifth-st., the animal shied, and ran the buggy against a large stone on the side of the road. The buggy was overturned, and both men were thrown out. Mr. Burford was badly bruised about the body, and his hip was dislocated.

Dr. Johnson, of the Harlem Hospital, attended the injured man, and took him to the hospital. The physician said his patient would be out in a few days. Mr. Dodge was not hurt. The horse was caught by a strange man, who brought it home.

AGAINST THE RIKER'S ISLAND NUISANCE.

A mass-meeting of citizens and property-owners of the XXIXth and